

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	USSR (Astrakhan Oblast)	REPORT NO.	[REDACTED]
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1. The ship repair yard 10th Anniversary of the October Revolution (Desyatoy Godovshchiny Oktyabrskoy Revolyutsii), located in Astrakhan, was under the Ministry of the Merchant Fleet. This yard repaired only ReydTanker ships and barges. The director was Eng Capt 1st rank, MF, Nikolay Nikolayevich Nikolayev.
2. This ship repair yard performed both major and minor repairs on barges and on tugs which were propelled by diesel and steam engines. The specifications of these vessels were as follows:
  - (a) Diesel tugs: These were steel tugs approximately 50 m long, 10 m wide, and three m above the water line. Each possessed one diesel engine --- a four-cycled engine without compression, some with 1100 hp rating and some with 1800 hp rating --- and were propelled by two propellers. Most of the tugs had two generators, 150 kw/hr each; but a few had a third generator for emergencies. Each ship had one short wave radio. All the auxiliary machines, the steering mechanism, and the anchor mechanism were electrically operated. These tugs were manned by crews of up to 30 men.

SECRET

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404

-2-

- (b) Steam ships: These steel steam ships consisted of two types: the propeller type and the water wheel type, which latter had two water wheels, one on each side. These ships were all approximately 50 m long, 10 m wide, and three m above the water line, and possessed an 800 hp rating. Each ship had a short wave radio, a small generator, and steering and anchor mechanisms which were operated by small steam engines. These ships had 24-man crews.
- (c) Barges: Barges were constructed of steel and were approximately 120 m long, 18 m wide, and five m above the water line. Each possessed a cargo weight capacity of 1500 tons and was operated by a nine-to 12-man crew.
3. The following is a listing of the performance characteristics of these vessels:
- (a) Diesel tugs:
- (1) Alone --- 12 nautical miles per hour.
  - (2) Towing an empty barge --- eight to nine nautical miles per hour.
  - (3) Towing a full barge --- five to six nautical miles per hour.
  - (4) Cruising radius --- 300 nautical miles.
  - (5) Turning circles --- 12 miles per hour, 360 degrees in 30 seconds.
- (b) Steam tugs, propeller type:
- (1) Alone --- 15 nautical miles per hour.
  - (2) Towing an empty barge --- 10 nautical miles per hour.
  - (3) Towing a full barge --- six nautical miles per hour.
  - (4) Cruising radius --- 300 nautical miles.
  - (5) Turning circles --- eight miles per hour, 360 degrees in one minute.
- (c) Steam tugs, water wheel type:
- (1) Alone --- eight nautical miles per hour.
  - (2) Towing an empty barge --- five to six nautical miles per hour.
  - (3) Towing a full barge --- four nautical miles per hour.
  - (4) Cruising radius --- 300 nautical miles.
  - (5) Turning circles --- eight miles per hour, 360 degrees in one minute.

4. The layout of this plant is described in the succeeding points. These points [redacted] sketch of the yard /See Page 6/. For the relative position of this yard within Astrakhan see also [redacted] "Urban Area of Astrakhan" and SO-K-103039 "Street Plan of Astrakhan" / [redacted] Note: in the following list, all described stone building walls were 30-40 cm thick; wooden building walls were 15 cm thick. Each building had a slightly pitched, tin roof unless designated otherwise./

SECRET

-3-

- Point #1 WOODEN FENCE: this wooden fence, approximately 2½ m high, enclosed the entire plant, except for one portion which was constructed of stone [See Point #5] and an open area by the ship yard pier [See Point #26].
- #2 WATCHMAN'S OFFICE: a single-story wooden building, approximately six m long, five m wide, and three m high. This building was adjacent to the main entrance [See Point #3].
- #3 MAIN ENTRANCE: this entrance consisted of a wooden gate approximately 2½ m high.
- #4 WAREHOUSE: a two-story stone building, approximately 50 m long, 12 m wide, and eight m high. All supplies were stored in this building.
- #5 STONE WALL: this wall was 2½ m high.
- #6 SPARE PARTS STORAGE: an open area, where various odd pieces of metal, cable, etc, were kept.
- #7 CARPENTER AND PAINT SHOP: a two-story stone building, approximately 50 m long, 12 m wide, eight m high.
- #8 ELECTRIC POWER STATION: a single-story stone building, approximately 60 m long, 10 m wide, 18 m high. There were no boilers in this building. The electrical power was generated by three diesel engines (type unknown) and three generators. Only two engines and two generators were in operation, however; the third was kept in reserve. Each diesel engine had a 300 hp capacity and each generator produced approximately 225 kw per second.
- #9 ELECTRIC SHOP: a single-story stone building, approximately 30 m long, 10 m wide, and four m high. This building contained the electrical repair shop, as well as the welding and burning shop.
- #10 OXYGEN STATION: this was a single-story stone building, approximately 15 m long, 10 m wide, and four m high. Oxygen tanks, used by welders and burners, were refilled here.
- #11 MAIN ADMINISTRATION BUILDING: a three-story stone building, approximately 80 m long, 50 m wide, and 18 m high. The machine shops were on the first floor; the administration offices were on the 2nd and 3rd floors. There were no set items machined or assembled at this machine shop; only those parts that had been requested were tooled.
- #12 BOILER SHOP: a single-story stone building, approximately 60 m long, 15 m wide, and 15 m high. It contained the boiler and other allied parts and repair sections.
- #13 BLACKSMITH SHOP: this was a single-story stone building, approximately 40 m long, 15 m wide, and 15 m high. This shop was connected with the boiler shop.
- #14 FOUNDRY: a single-story stone building, approximately 40 m long, 30 m wide, and 10 m high.
- #15 FOUNDRY OFFICE: a single-story wooden building, approximately six m long, five m wide, and three m high. Plans and specifications pertaining to the foundry work were kept in this building.

SECRET

SECRET/SECURITY INFORMATION

-4-

- #16 MESS HALL: this was a single-story wooden building, approximately 12 m long, 10 m wide, and four m high.
- #17 QUAY: a stone wall, approximately three m above the water.
- #18 CRANE TRACKS: these crane tracks were laid on a rock bed and railroad ties, similar to those of a railroad track, upon which ran a ten-ton 360° turn crane. The tracks extended along the entire waterfront of the shipyard. The shipyard also had one 40-ton floating crane, one five-ton floating crane, two three-ton automotive cranes, and six five-ton overhead cranes. The automotive cranes traveled around the yard and were used as necessity demanded; the overhead cranes were located in the various shops.
- #19 OPEN ENTRANCE.
- #20 BOILER ROOM: a single-story brick building, circular on one end, approximately 30 m long, 12 m wide, and 20 m high. It had a chimney approximately 30 m high.
- #21 ROLLING SHOP: a wooden structure, without walls, approximately 20 m long, 12 m wide, and three m high. It had a flat tin metal roof.
- #22 OUTDOOR METAL STORAGE.
- #23 DISPATCHER'S OFFICE: This was a single-story wooden building, six m long, three m wide, and two m high.
- #24 WAREHOUSE: a single-story wooden building, approximately 60 m long, 12 m wide, and four m high. This building was used for the storage of metal, various hardware products, and prepared, component ship parts.
- #25 LARGE FLOATING DRY DOCK: a steel floating dry dock, approximately 120 m long, 25 m wide, and 12 m above the water line. This dry dock was able to handle a ship or barge with a capacity of up to and including 7,000 tons. The shipyard possessed only two dry docks, this one and another, smaller, floating dry dock [See Point #27].
- #26 PIER: a wooden pier, 20 m long, eight m wide, and two m above the water.
- #27 SMALLER FLOATING DRY DOCK: this was a steel floating dry dock, approximately 60 m long, 15 m wide, and 12 m above the water line. It was able to handle a small ship or small self-propelled barge of up to and including 1,500 tons' capacity.

#### Security

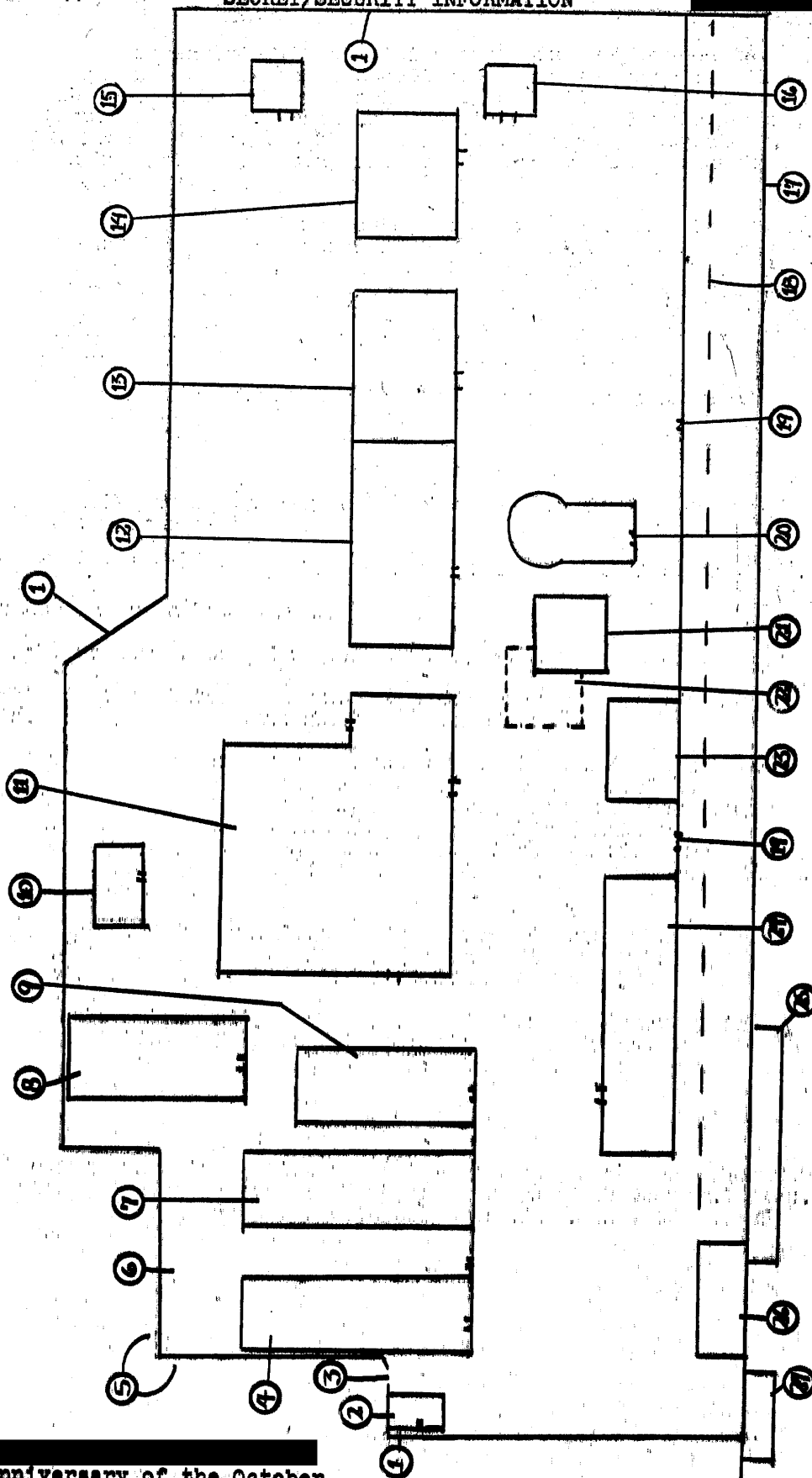
- 5. The ship repair yard was enclosed by a fence, part stone and part wooden [See Page 6, Points #1 and #5]. There were no guard towers or searchlights on or near the premises. Only the main entrance was guarded --- seven days a week, 24 hours a day --- by members of the 8th VOKhr (Voenizirovannaya Okhrana Morskoy Otryad). Admittance to the yard was by a pass issued at the Main Administration Building [See Page 6, Point #11]. The workers were issued a regular employee's pass, which contained a photo of the employee, his name, his number, and his duty or specialty.
- 6. There was no fire-fighting unit, as such, on the premises, although there was a fire-fighting unit which was subordinate to the 8th VOKhr, nearby. In every building, there were chemical extinguishers, axes, water hoses, and, on the outside of some buildings, a barrel of water and a box of sand.

SECRET

-5-

7. The 8th Vokhr Guard Unit was a civilian para-military unit composed mostly of WW II veterans. Although this unit was not a civilian defense unit, it could and would assume that capacity in the event of hostilities. In June 1951, the duties of this organization were twofold; one, as a guard unit and, two, as a fire-fighting unit. The guard unit consisted of approximately 150 men who were assigned to guard certain plants, shipyards, and oil bases in Astrakhan. The fire-fighting unit comprised 50 men who were assigned to various fire stations. During WW II, this latter unit consisted of men unfit for military duty, and women. Since the termination of the war, veterans had been replacing the older men, but only capable veterans, under 40 years of age, were being accepted.
8. Officers of the 8th Vokhr lived in their own private dwellings; the EM were quartered in a barracks building located in Zayachiy Ostrov, approximately 100 m west of this ship repair yard.
9. The money both for the upkeep of the unit and the salaries of the men was supplied by the Ministry of the Navy and the plants which the unit guarded. The salary for an EM in this unit was 270 rubles, plus 125 rubles for quarters and subsistence. Members wore a replica of the Navy uniform, without the epaulets. While on duty, the men of the guard unit were armed with either a TT pistol or a 7.62 rifle. This unit also maintained approximately 50 German shepherd dogs.
10. The director of this yard, Nikolayev, was 42 to 44 years of age, approximately 168 cm tall, weighed 73 kg, had brown hair, brown eyes, and a round face. Prior to becoming director of the shipyard, he was director of the Ship Repair Yard imeni Marty in Odessa /4629N-3044E/. He had been assigned to the Far East but refused to go, claiming physical disability. Consequently, in 1948, he was assigned to the 10th Anniversary of the October Revolution Yard as the director of planning. Six months later he became the director of the shipyard. Nikolayev was a married man /wife unknown to source/ and had two children, a daughter six or seven years of age, and a son 1½ years old. He was also a heavy smoker and drinker and a not too enthusiastic Communist Party member. He was well liked and respected by the workers.
11. The assistant director at this yard, who was also the chief engineer, was Eng Capt 2nd Rank, MF, Osir Abramovich Prussman. He was 45-58 years of age, 165 cm tall, weighed 75 kg, had black wavy hair, dark eyes, and a fairly long face.
12. The commanding officer of the 8th Vokhr was a reserve Lt Col of the Administrative Section, Aleksandr Aleksandrovich Koksharov. He was 45 years old, 185 cm tall, weighed 80 kg, had short dark brown hair (greying slightly), a round face, hazel eyes, and a sharp, loud voice. He was a married man and had one daughter. He was also a heavy drinker and had an ailing heart. Koksharov was a Communist Party member and owned a cream-colored Czech Tatra automobile.

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10th Anniversary of the October  
 Revolution Ship Repair Yard in Astrakhan

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